

## NON-MOTORIZED SYSTEM

This section provides an inventory of existing non-motorized facilities and an assessment of improvement needs. The term 'non-motorized' refers to pedestrians and human-powered vehicles, which for the most part are bicycles<sup>1</sup>. The chapter provides recommendations to improve pedestrian and bicycle mobility and safety.

### PEDESTRIANS

In 2002, the City of Edmonds completed its Comprehensive Walkway Plan. The plan included goals and objectives for non-motorized transportation in the city, in addition to a walkway inventory, a review of facility standards, and recommendations for walkway projects. The Walkway Plan has been updated in subsequent years, culminating in a full update as part of the 2015 plan.

#### Existing Pedestrian Facilities

Pedestrian facilities within the city include sidewalks, walkways, roadway shoulders, and off-road trails. Those facilities are typically more concentrated in areas with high pedestrian activity, such as the downtown area, commercial and business centers, near schools and other public facilities. **Figure 3-11** illustrates the locations within Edmonds that have pedestrian-intensive land uses.

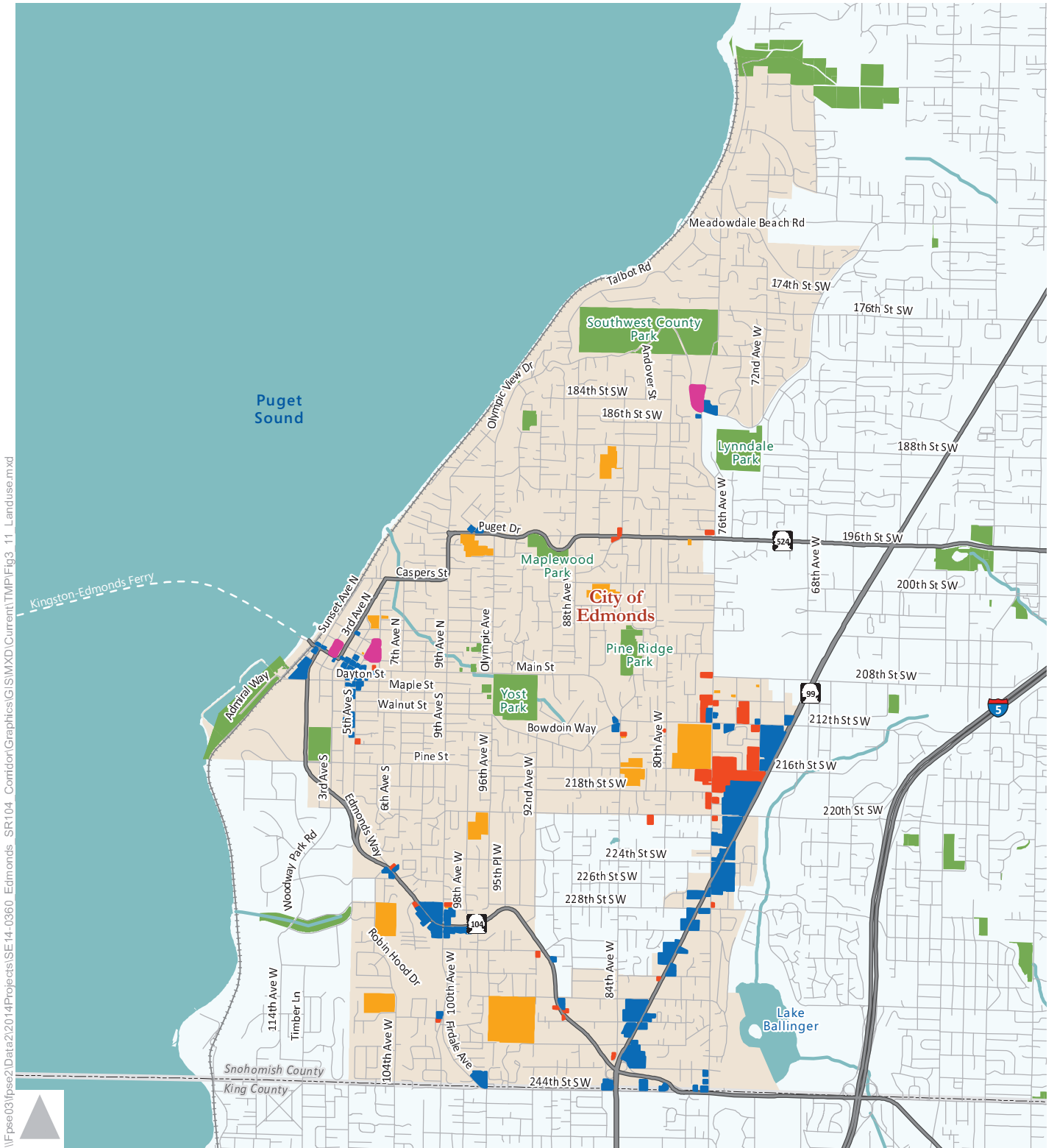
**Figure 3-12** illustrates the existing sidewalks and walkways within the city. The figure shows that the sidewalk system is most complete inside the core area bounded by SR 104, 92nd Avenue W, and SR 524. Outside of this area, sidewalks are primarily located along roads classified as collectors or arterials. Raised and striped walkways are generally associated with schools and provide safe walking routes.

The federal ADA was passed in 1990 and amended in 2008. ADA requires jurisdictions to provide accessible sidewalks primarily through the installation of ADA-compliant sidewalk ramps. The design requirements address various areas of concern such as curb alignment with crosswalks, narrower sidewalk width, obstacles such as utility poles, placement of the sidewalk adjacent to the curb, or the slope of the ramps. Most of the city's sidewalk ramps were constructed in the 1980s or later. As pedestrian improvements are made along roadway corridors, the City has upgraded sidewalk ramps or installed new ones in accordance with current standards. Of approximately 350 intersections with existing ADA curb ramps in Edmonds, 65 intersections were found to fully meet ADA standards, and 24 intersections partially met ADA standards.

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<sup>1</sup> Electric Assisted Bicycles can be considered within this definition for purposes of this report.





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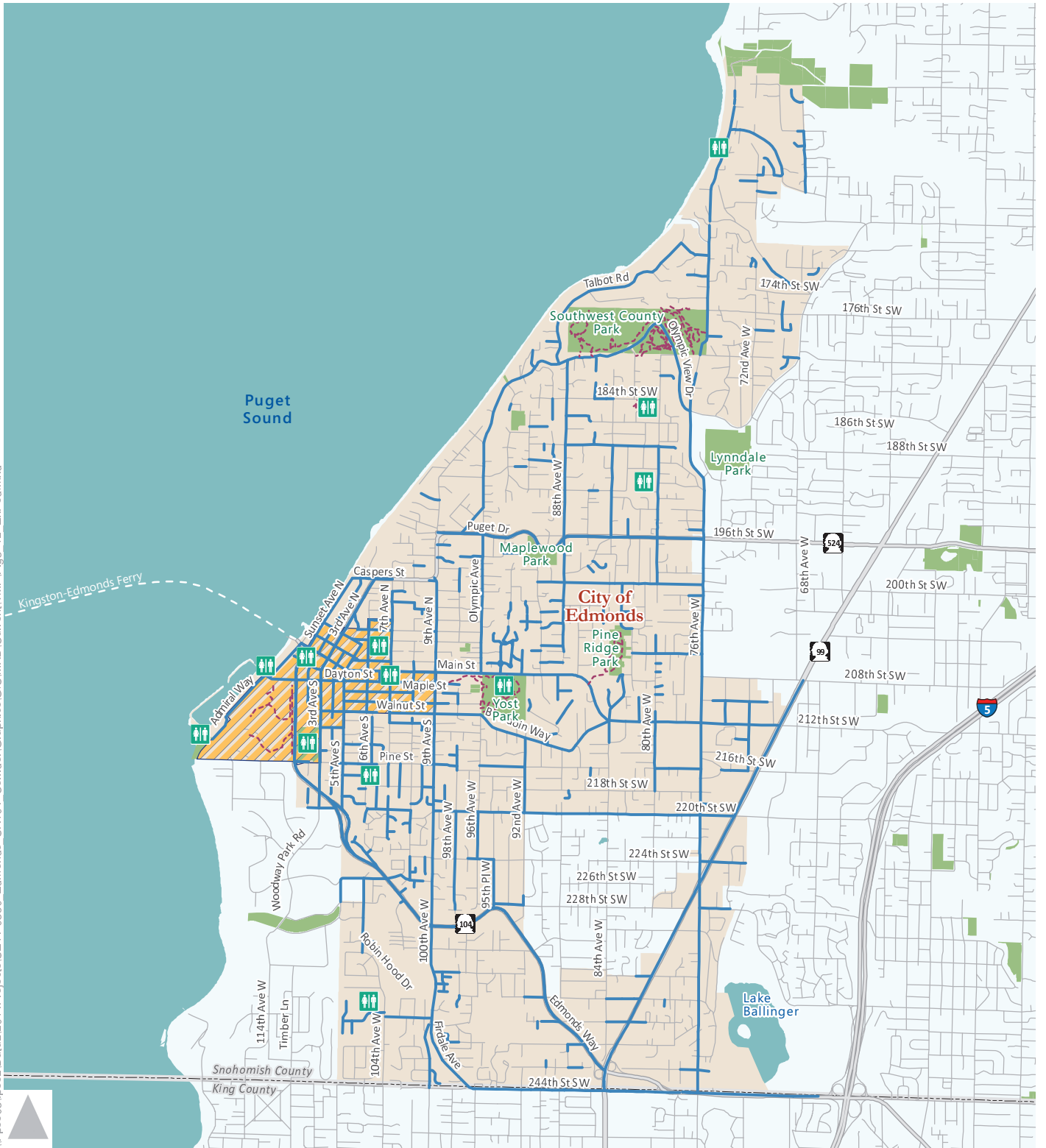
Land Use

- Government
- Commercial
- School
- Park
- Medical



Figure 3-11  
Pedestrian Intensive Land Uses

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- Paved Walkway
- - - Unpaved Walkway
- Public Restroom
- Park
- Downtown Sidewalk Area- Sidewalks required on both sides of the street as part of new development



Figure 3-12  
Existing Pedestrian Facilities

## Recommended Pedestrian Improvements

This section presents recommended pedestrian improvements, which consist of new sidewalk connections to improve pedestrian mobility and safety, and upgrades of curb ramps to conform to ADA standards. Selected pedestrian crossing treatments are also identified.

### *Walkway Prioritization Process*

Major gaps in the city walkway system were identified by the Transportation Committee. To address those gaps, the committee developed criteria to evaluate and prioritize walkway improvement projects. These criteria were used to prioritize improvements to walkway sections that were identified based on input from public meetings, Walkway Committee meetings, and deficiencies determined from a review of the existing city walkway inventory.

The criteria were weighted according to their importance. A system of points was developed to evaluate each proposed project against each criterion. The result was a weighted average score that helps to compare and prioritize proposed projects. **Table 3-13** describes the walkway prioritization criteria and their relative weights and point systems.

**Table 3-13. Prioritization Criteria for Walkway Projects**

Criteria	Weight	Description	Points
<b>Pedestrian Safety</b>	5	How safe is the route for pedestrians?	3 Strong concerns for pedestrian safety along this route
		Does this improvement:	
		▪ Separate pedestrians from vehicular traffic, especially in high traffic areas?	2 Some concerns for pedestrian safety along this route
		▪ Improve width of walkway and surface conditions?	1 This route is very similar to other routes in Edmonds
		▪ Address potential conflicts at road crossings?	0 Not a safety concern
<b>Connectivity to Services, Facilities, and Links</b>	5	Does this route connect to facilities or services such as schools, parks, churches, community centers, businesses, transit routes, or existing sidewalk?	3 Route provides significant access to 3 or more services and facilities
			2 Route provides access to services and facilities
			1 Route provides access to 1 service or facility
		Does this improvement:	0 Route does not provide access to services or facilities
		▪ Provide direct access to facilities or services?	
		▪ Ensure that the route links to a safe direct access to facilities or services?	

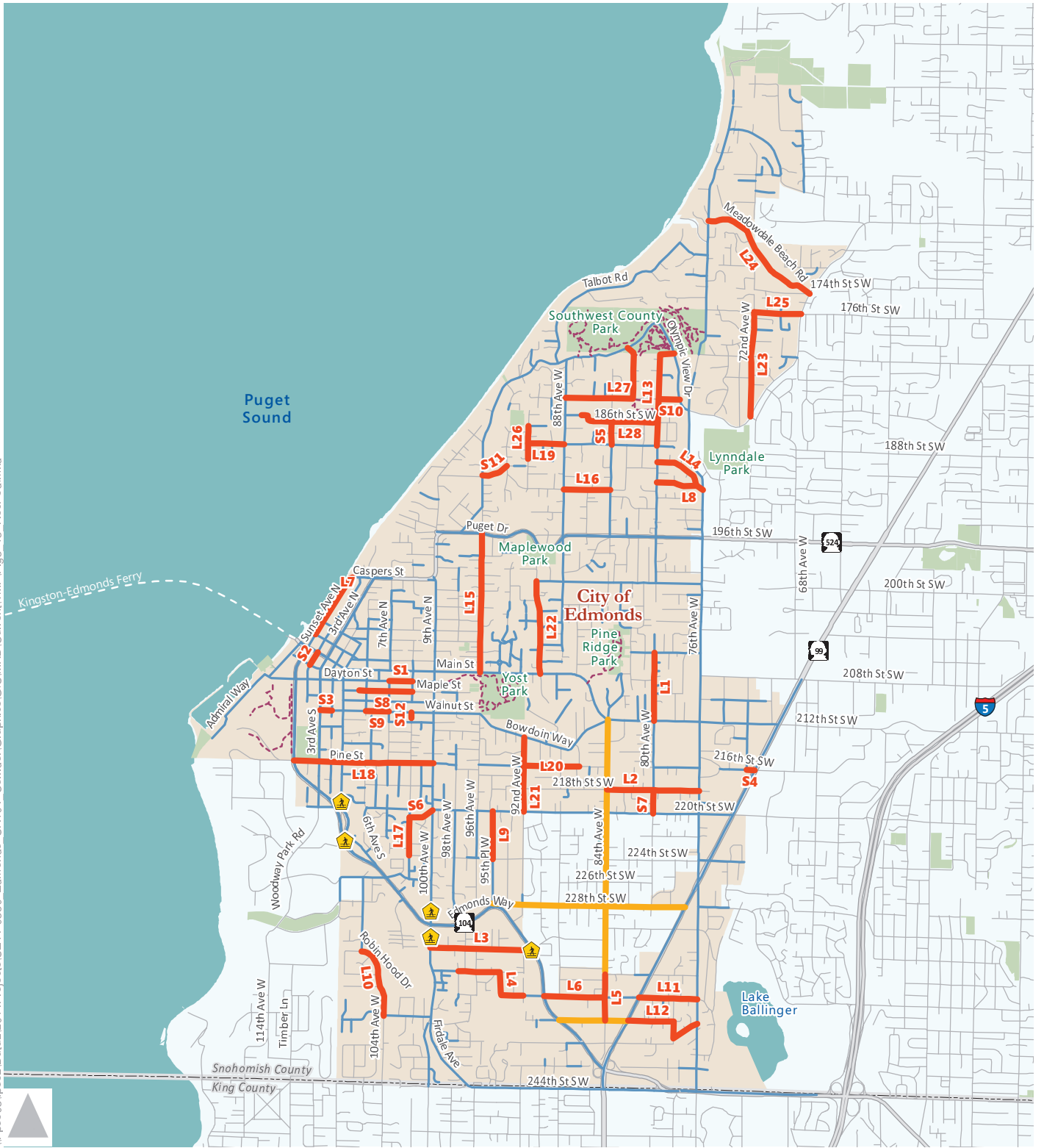


Criteria	Weight	Description	Points
<b>Pedestrian Level of Activity</b>	3	Is this a well-traveled route, or would it be, if improved?	3 Route is utilized by a significant number of pedestrians
		Level of activity may be determined by:	2 Route is utilized consistently by pedestrians
		▪ Measured counts	1 Route is occasionally used by pedestrians
		▪ Identification by the public and staff, through observation and experience	0 Route is not utilized by pedestrians
<b>Distance from Schools</b>	3	Is this route within a mile of a public school?	3 Route is an Elementary school route or close proximity to school
			2 Route provides access to High school students
			1 Route is within 0.5 mile of school
<b>Connectivity with Transit Services</b>	2	Is this route also a route for transit or provide access to transit?	3 This route is on a public transit route with transit stops
			2 This route is within 650 feet from a public transit route with transit stops
			1 This route provides a principal pedestrian access corridor to public transit where sidewalks do not exist on adjacent pedestrian routes. (Beyond 650 feet from a public transit route.)
<b>Environmental Impacts</b>	1	Will the development of the route have any impacts on the environment?	3 Route has no negative environmental impact and aesthetically improves the area
		Environmental impacts include:	2 Route has some negative environmental impact but aesthetically improves the area
		▪ Wetlands	1 Route has some negative environmental impact
		▪ Shorelines	0 Route will have major negative impact on the environment
		▪ Wildlife habitat	
▪ Aesthetics			

Walkway sections were analyzed separately depending on the section length. Walkway sections longer than 1,000 feet are defined as “long walkways” and walkway sections shorter than 1,000 feet are defined as “short walkways”. **Table 3-14** summarizes the walkways that were considered for walkway improvements by the type of projects (i.e., short walkway or long walkway). The projects are listed in ranked order by the total points and by priority level, and split up between short and long walkways. **Figure 3-13** shows the locations of the walkway projects. Higher priority projects are shown in green in the figure, with lower priority projects shown in red. Projected costs of the recommended walkway projects are provided in Chapter 4 (Implementation and Financial Plan) of this Transportation Plan. A more detailed summary of each project’s limits, existing conditions, and point tally is provided in

**Appendix D.**





- L/S # Long/Short Walkway Project Number
- L/S # Walkway Project
- Safety Project (Includes walkway component)
- ⬠ Pedestrian Crossing Treatment
- Existing Paved Walkway
- - - Existing Unpaved Walkway



Figure 3-13  
Recommended Pedestrian Projects

**Table 3-14. Recommended Walkway Projects**

ID	Street Name	From	To	Total Points	Priority
<b>Short Walkway Projects</b>					
S1	Dayton St.	7th Ave. S	8th Ave. S	48	1
S2	2nd Ave.	Main St.	James St.	42	1
S3	Walnut St.	3rd Ave. S	4th Ave. S	39	1
S4	216th St. SW	72nd Ave. W	SR 99	39	1
S5	84th Ave. W	188th St. SW	186th St. SW	38	1
S6	Elm Way	8th Ave. S	9th Ave. S	35	2
S7	80th Ave. W	218th St. SW	220th St. SW	34	2
S8	Maple St.	West of 6th Ave. S	8th Ave. S	32	2
S9	Walnut St.	6th Ave. S	7th Ave. S	32	2
S10	Paved (184th St. SW)	80th Ave. W	OVD	31	2
S11	190th Pl. SW	94th Ave. W	OVD	27	2
S12	8th Ave.	Walnut Ave.	South of Walnut	24	2
<b>Long Walkway Projects</b>					
L1	80th Ave. W	206th St. SW	212nd St. SW	49	1
L2	218th St. SW	76th Ave. W	84th Ave. W	48	1
L3	232 <sup>nd</sup> St. W	100 <sup>th</sup> Ave W	SR 104	46	1
L4	236th St. SW / 234th St. SW	SR 104	97th Pl. W	45	1
L5	84th Ave. W	238th St. SW	234th St. SW	44	1
L6	236th St. SW	SR 104	East of 84th Ave. W	44	1
L7	Sunset Ave.	Bell St.	Caspers St	42	1
L8	191st. St SW	80th Ave. W	76th Ave. W	41	1
L9	95th Pl. W	224th St. SW	220th St. SW	41	1
L10	104th St. SW / Robin Hood	238th St. SW	106th Ave. W	39	1
L11	236th St. SW	Hwy. 99	76th Ave. W	39	1
L12	238th St. SW	Hwy. 99	76th Ave. W	39	1
L13	80th Ave. W / 180th St. SW	188th St. SW	OVD	37	1



ID	Street Name	From	To	Total Points	Priority
L14	189th Pl. SW	80th Ave. W	76th Ave. W	36	1
L15	Olympic Ave.	Puget Dr.	Main St.	35	2
L16	192nd St. SW	84th Ave. W	88th Ave. W	35	2
L17	8th Ave. W	14th St. SW	Elm Way	35	2
L18	Pine St.	9th Ave. W	SR 104	32	2
L19	188th St. SW	88th Ave. W	92nd Ave. W	32	2
L20	216th St. SW	86th Ave. W	92nd Ave. W	32	2
L21	92nd Ave. W	Bowdoin St.	220th St. SW	32	2
L22	Maplewood Dr.	Main St.	200th St. SW	32	2
L23	72nd Ave. W	OVD	176th St. SW	32	2
L24	Meadowdale Beach Rd	OVD	76th Ave. W	29	2
L25	176th St. SW	72nd Ave. W	OVD	27	2
L26	92nd Ave. W	189th Pl. SW	186th Pl. SW	26	2
L27	Andover St. / 184th St. SW	184th St. SW / 88th Ave. W	OVD / Andover St.	26	2
L28	186th St. SW	Seaview Park	8608 185th Pl SW	24	2

1. Project L27 is an L-shaped project in which sidewalks are proposed on either side of Andover Street (the north-south leg), and on the north side of 184th Street SW (the east-west leg).

In addition to the walkway projects, a variety of non-motorized enhancements were identified as part of the SR 104 Corridor Analysis. Figure 3-13 shows several proposed pedestrian crossing treatments along SR 104 and connecting streets.

Pedestrian access to transit stops is also a critical element of the walkway improvement program. The City will continue to work with Community Transit to ensure that access to transit stops is as convenient and safe as possible. Community Transit offers its support in securing funds related to improving access to the existing transit system and transit facilities.








### Pedestrian Level of Service Standard

The city has developed a pedestrian LOS standard that ties directly to the proposed walkway plan. As shown in **Table 3-15**, the LOS measure uses a simple red, yellow, green scale to identify whether a pedestrian facility improvement is consistent with the proposed walkway plan. The city can use these LOS standards to monitor how well the walkway plan is being implemented over time.

**Table 3-15. Pedestrian Level of Service Standards**

LOS	Within Pedestrian Priority Network
	Provides pedestrian facility* as shown in Walkway plan
	Provides a lower-level pedestrian facility* than recommended in Walkway plan
	No pedestrian facility provided

\* Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

### Curb Ramp Upgrade Program

In an effort to upgrade the sidewalk ramps to meet ADA requirements, the City has developed a Curb Ramp Upgrade Program that prioritizes future sidewalk ramp improvements at sub-standard locations. Priorities for future sidewalk new ramp installations or ramp upgrades are determined based on the following priority order:

- Downtown intersections receive priority over other locations;
- Arterial streets receive priority over local access streets;
- Intersections receive higher priority if they are near community centers, senior centers, or health facilities; transit stops, schools, or public buildings; or commercial areas and parks.

Implementation of the curb ramp upgrade program will occur over time, due to the costs of those upgrades, and available funding. As part of asphalt overlay projects, all ramps adjacent to the paving work must be upgraded to meet ADA standards and new ramps installed where none exist. Sidewalk ramps will also be installed as part of street reconstruction and sidewalk construction projects. Private redevelopment will also fund some ramp upgrades as part of required frontage improvements.

### BICYCLES

The City prepared a comprehensive Bikeway Plan in 2009. This plan was revised as part of the current study to outline a list of improvement projects for the bicycle system. The types of recommended bicycle facilities range from shared-use paths to bike lanes to bicycle parking.

